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CLASSIFICATION

SECRET

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COUNTRY Czechoslovakia

REPORT NO.

TOPIC Budejovice Airfield

EVALUATION 25X1

PLACE OBTAINED

DATE OF CONTENT 15 July to late September 1949

DATE OBTAINED 25X1 DATE PREPARED 9 January 1951

REFERENCES 25X1

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.
Next Review Date: 2008

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No Change in Class.

☒ Declassified

Class. Changed To: TS S C

Auth: HR 70-2

Date: 1 July 1978

By:

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1. The airfield southwest of Budejovice (O 49/Q 96) was extended mainly to the west. (1)
2. An E-W concrete runway, 90 x 2,500 meters, with the code name Komunikace 21, was being reconstructed. (2) It had a subgrade with a 60-cm sand layer, a slag stone layer of about 10 to 15 cm, and on top a concrete cover similar to that on the Prague-Ruzyně (N 51/L 68) airfield. (3) The field had an old drainage system, about 30 meters from, and parallel to, the northern edge of the runway. This was to be used again. It was about 5 meters underground, had sewer shafts 30 meters apart and was connected to the sewer of the military installation located on the concrete road to Budejovice. The runway was drained by the sewers. (4)
3. The airfield was about 700 to 800 x 3,100 meters. (5) The landing field was in very good condition. The soil was loamy and sandy. Woods bordered on the northern edge of the field, and open fields bordered on the other sides. Three spotlights on the hangars and flight control station illuminated the runway at night.
4. The runway is scheduled to be completed within approximately three years. About 250 laborers worked on the runway during the period of observation. Engineer Radel is now the construction superintendent.
5. Some light aircraft of Messerschmitt, Storch, Sokol and Mosquito types which were flown by SNB members were stationed at the field. The SNB unit at the field numbered 30 men. (6)
6. Similar runways are being constructed at the following airfields: Prague-Kbely (O 51/L 89), code name Komunikace 20; Mimon (O 51/F 95), code name Komunikace 22; and Milovice (O 51/G 10), code name Komunikace 23. The Milovice airfield was nearing completion in July 1950. Construction of a runway similar to the one on the Prague-Ruzyně airfield started at the Brno (P 50/N 40) airfield, and at the Prostějov (P 50/N 73) field. (7)

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- (1) [REDACTED] For location of field and buildings, see Annex. The sketch agrees with previous reports. [REDACTED]

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- (2) Sketch indicates that there was only one runway at the field and that it was not completed in the fall of 1949, whereas previous reports stated that there were two runways at the field. [REDACTED] Another report also mentioned only one runway the construction of which was started in February 1949. [REDACTED]

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- (3) [REDACTED]
(4) The dimensions and technical details of the runway are reported for the first time. The length is believed to be correct. [REDACTED] previously reported that this runway was to be the longest one in Czechoslovakia. [REDACTED]

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- (5) To date the field was reported to be about 1 x 2 km. It is possible, however, that the field will be enlarged to about 700 to 800 x 3,100 meters.
(6) Other reports also indicated that only one SNB unit was stationed at the field. The 2d AF Repl Regt was quartered in the buildings northeast of the field, along the road to Budejovice. See Annex.
(7) The construction of runways at the airfields of Prague-Kbely, Mimon and Milovice was previously reported. [REDACTED]

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[REDACTED] The information on the length and type of construction, allegedly the same as reported in paragraph 2, is valuable. The construction of runways at the airfields of Brno and Prostějov is reported for the first time.

1 Annex: Budejovice Airfield

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